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UNITED STATES DEPARTMENT OF AGRICULTURE
Agricultural Marketing Administration
Washington, D. C.

September 31, 1942

ADMINISTRATOR'S MEMORANDUM NO. 32

Tire Conservation

The Office of Price Administration has recently requested their 6000 local tire rationing boards to tighten up their eligibility requirements and, consequently, their approval of applications for new and re-capped tires.

For passenger cars, the Office of Price Administration has established two eligibility lists, — A and B. List A includes those eligible for new tires who are directly connected with the maintenance of public health and safety, for example, ambulances, police, fire, and sanitation. List B includes those eligible for re-capped or retreaded tires, for example, supervisory functions, repair services, supervision of farms and factories, services performed in getting out production or getting people to work. Office of Price Administration is denying certain applications for new and re-capped tires for supervisory functions, fiscal, and inspection services, for example, internal revenue and alcohol license inspectors. Applicants must demonstrate a real functional necessity and a direct relation to the war effort or to public health and safety.

As you may know, the War Production Board makes available a monthly quota of rubber for civilian uses, which is administered by the Office of Price Administration. This quota is allocated by the Office of Price Administration among the various civilian users of rubber on the basis of certain pre-determined eligibility criteria. Department of Agriculture officials are assisting in the formulation of these criteria as they affect agricultural needs.

All of the foregoing has significance for our work. We must make sure that local tire rationing boards have the important facts concerning our war-time activities before passing on applications of our field personnel for rubber.

When our personnel make application for re-capped or retreaded tires, they should be aware of the following criteria for eligibility:

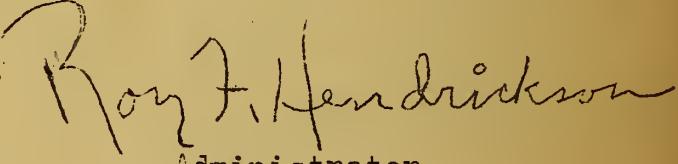
1. All travel itineraries should first be examined to see
 - a. if alternate means of transportation are practicable
 - b. if work can be reorganized to accomplish same objective and results, and without using motor transportation despite some loss in efficiency
 - c. if work can be organized so as to use less motor transportation.

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2. If motor transportation is essential and has been reduced to the barest possible minimum, is the activity
 - a. a military necessity?
 - b. necessary for public health and safety?
 - c. or does it increase or maintain essential food and fibre production?
3. What has been done to share travel facilities with other governmental agencies?

In applying this yardstick, we should give careful consideration to the extent the granting of tires to government personnel will deprive farmers of essential transportation and to the reaction of farmers toward government representatives who get tires when there are not enough to keep all essential farm cars on the road.

This problem will affect regional administrators particularly, as well as all branches which continue to direct travel. I know each branch and division has pared its automobile budget considerably. You will want to survey the situation again in the light of this information.


Roy F. Hendrickson
Administrator